

# THE RIO NEWS.

PUBLISHED EVERY TUESDAY.

VOL. XIX.

RIO DE JANEIRO, MARCH 22ND, 1892.

NUMBER 12

## WILSON, SONS & CO. (LIMITED)

2, PRAÇA DAS MARINHAS  
RIO DE JANEIRO.

### AGENTS OF THE

*Pacific Steam Navigation Company*  
*United States & Brazil Mail S. S. Co.*  
*Shaw, Savill & Albion Co., Ltd.*  
*The New Zealand Shipping Co., Ltd.*  
*Prince Steam Shipping Co., Ltd.*  
*Gellatly, Hankey, Sewell & Co's. Brazil Line.*  
and the  
**Commercial Union (Fire & Marine)**  
**Assurance Co., Limited.**

Coal.—Wilson, Sons & Co. (Limited) have depots at St. Vincent, (Cape Verde), Montevideo, La Plata and at the chief Brazil Ports; and, among others, supply coal under contract, at Rio, 12.  
The Brazilian Government;  
Her Britannic Majesty's Government;  
The Transatlantic Steamship Companies;  
The New Zealand Shipping Companies;  
&c., &c.,

Insurance.—Fire and Marine Insurances effected at moderate rates.  
Coal.—Large stocks of the best Cardiff steam Coal always kept in Rio depot on Conceição Island.  
Tug Boats always ready for service.  
Ballast Supplied to ships.

Establishments: Wilson, Sons & Co. (Limited), London, Cardiff, St. Vincent, (Cape Verde), Rio, Bahia, Pernambuco, Santos, Montevideo, Buenos Ayres and La Plata.

### Official Directory

U. S. LEGATION.—No. 45, Rua das Laranjeiras. Office hours 10 a. m. to 1 p. m. WILLIAM H. LAWRENCE, Charge d'affaires ad int.  
BRITISH LEGATION.—Travessa de D. Manoel, No. 8. GEORGE H. WYNDHAM, Minister.  
AMERICAN CONSULATE GENERAL.—No. 20, Largo da Carioca. O. H. DOCKERY, Consul General.  
BRITISH CONSULATE GENERAL.—No. 8, Travessa de D. Manoel. W. G. ABBOTT, Consul General.

### Church Directory

CHRIST CHURCH.—Rua do Evaristo da Veiga. Morning service every Sunday at 11 a. m. Evening service during cold season according to notice. Holy communion after morning service on 1st Sunday in the month and on 2nd Sunday at 9 a. m. Baptisms after morning service, or at other times by special arrangement.  
HENRY MOSLEY, M.A., British Chaplain.  
181, Rua das Laranjeiras.  
METHODIST EPISCOPAL CHURCH.—Largo do Calote. English services at 11:30 a. m. Sundays. Portuguese services at 10 a. m. and 7:30 p. m. Sundays 7:30 p. m.—E. A. TILLY, Pastor.  
Office: 70, Rua Sete de Setembro, 2nd floor; 10 to 12 o'clock.  
PRESBYTERIAN CHURCH.—No. 15 Travessa da Ilhabela. Services in Portuguese every Sunday at 11 a. m. and 7 p. m. Sundays also at 7 p. m. Thursdays.  
A. TRAJANO, Pastor.  
BAPTIST CHURCH.—Rua do Conde d'Albuquerque, 122. Services in Portuguese every Sunday at 11:30 a. m. and 7 p. m. and every Wednesday at 7 p. m.  
W. R. UAGBY, Pastor.  
Residence: Rua de Penelope, 5.  
IGREJA EVANGELICA LUTHERANA.—Rua Largo de S. Joaquim, No. 179.—Divine service in Portuguese on Sundays: Prayer meeting at 10 a. m. 1. Worship at 11 a. m. Biblical class to study the Holy Scriptures at 5:45 afternoon. Gospel preaching at 7:15 p. m. on Wednesdays. Biblical study and preaching at 7 p. m.  
JOÃO M. G. DOS SANTOS, Pastor.

### Medical Directory

Dr. W. Havelburg, Physician, Surgeon and Accoucheur; has returned from a visit to Berlin to study Dr. Kuch's new method for tuberculosis. Office and residence: Rua da Alfândega No. 29, from 10 to 4 p. m.  
Dr. Cleary, Physician and Surgeon; Office: 41, Rua dos Ourives. Hours, from 12 to 3. Residence, Rua da Real Grandeza No. 33, Botafogo. Telephone 1556.  
Dr. C. Feldhagen, Surgeon and Accoucheur. Coas. from 2 to 4. Praça General Osório No. 63. Res. Rua Marquez de Albuquerque No. 57. Telephone 1128.  
Dr. Oliveira Aguiar, Physician. Residence: Praça Duque de Caxias No. 29. Telephone 1147. Office: Rua do Ouvidor No. 145, hours from 10 to 3 p. m.  
Dr. Edmundo de Oliveira, of Rio de Janeiro School of Medicine. Fevers, accouchement, operations. Special consultations at private houses and on board vessels. Rua dos Ourives No. 35.  
Dr. A. Stewart, late resident surgeon Glasgow Western Infirmary and senior assistant physician City of Glasgow Fever Hospital. Office, 30, Rua do Hospício 110 3 p. m.; residence 108, Rua Marques d'Albuquerque.  
Dr. Raymundo Bandeira, residence: Rua Benjamin Constant 24, Gloria. Office: Rua do Rosário No. 23, 12 to 3. Telephone 5254.

### Miscellaneous.

RIO HARBOUR MISSION.—Sailors Home and Institute.—No. 1, Travessa do Moriz, Rio do Livramento, Saude.—Relief services: 14 English on Sundays at 3 p. m. and 7 p. m.; on Mondays at 7 p. m. Free and Easy Concert on Wednesdays at 7 p. m. Reading rooms open daily from 10 a. m. to 5 p. m.  
BRITISH AND FOREIGN BIBLE SOCIETY'S AGENCY.—Rua Sete de Setembro No. 71.—On sale, the Holy Scriptures in Portuguese, English, French, German, Italian, Spanish and other languages. Also Evangelical books, tracts, hymns, in Portuguese.  
JOÃO M. G. DOS SANTOS, Agent.

## FLINT & Co. 142, Pearl St., New York CONTRACTORS AND COMMISSION MERCHANTS MACHINERY AND RAILWAY SUPPLIES.

Sole Export Agents in New York for many of the Leading Manufacturers of the United States. Established Houses in Brazil can secure exclusive rights on specialties.

Correspondents of

## QUAYLE DAVIDSON & Co.

121, RUA DA QUITANDA.  
RIO DE JANEIRO.

CAIXA DO CORREIO 243.

## Companhia Importadora Paulista.

(THE S. PAULO TRADING COMPANY.)

CAPITAL—1,000,000\$000, or £100,000 Sterling.  
RESERVE FUND . . . . . 50,000\$000

IMPORTERS, COMMISSION MERCHANTS, ETC.

Agents for the:

Alliance Assurance Company, London,  
Burrill's Fluid Beef Company, London,  
Aspinall's Enamel, London,  
T. P. Griffin's Guinness' bottled stout,  
Thomas Hughes, Longport, Staffordshire,  
Godefringer Company, London,  
Wm. Cory & Co., Belfast,  
Wm. Crawford & Sons, Edinburgh,

Warehouses:—Rua Florencio de Abreu 15 and Largo do Ouvidor 14

Head offices and sample show rooms:—Largo S. Francisco 1.

Address all correspondence to

CAIXA 186,

JOSEPH W. MEE,

Managing Director.  
SAO PAULO, BRAZIL.

## COMPANHIA ECONOMICA, GAZ, AGUA E ESGOTOS.

SAO PAULO.

Capital . . . . . 1,000,000\$000

General Plumbers,  
Electric and Hydraulic Engineers.  
Gas, Water, Electric and Sanitary fittings always in stock.  
Direct Importers from Europe and United States.

Show rooms and technical offices:

Rua Direita No. 47

Warehouse and Work Shops:

Rua da Conceição No. 40

Technical office and workshops under the management of skilled mechanics.

DIRECTORS:

JOSEPH WILLIAM MEE, President.  
WILLIAM M. COTCHING, Secretary.  
Address correspondence to Caixa 186.

SAO PAULO, BRAZIL.

## CORCOVADO RAILWAY.

### HOTEL DAS PAINEIRAS.

Telephone 1135.

Trains leave Corcovado for Corcovado on week days at 6:20, 8, 11 a. m., 2:55 and 8 p. m.; returning from Paineiras at 7:15, 9:30 a. m., 1:45, 3:45 and 9 p. m. On Sundays and Holidays for Corcovado at 6:30, 9:30, 11 a. m., 1:30, 4, 3:30, 5:15 and 8 p. m.; from Paineiras at 6:35, 10:05, 11:25 a. m., 5:05, 2:35, 4:05, 6, 7 and 9 p. m.  
Take the yellow car (Laranjeiras or Aguas Fervens) at the Largo da Carioca 45 minutes before the departure of trains.

## THE MONTEVIDEO TIMES

(Late "The River Plate Times.")

### DAILY MORNING PAPER

ESTABLISHED 1888.

The only newspaper in the English language published in the Republic of Uruguay.

Circulates in Montevideo and the Republic of Uruguay, Buenos Aires and the Argentine Republic, Europe and the United States.

This paper is absolutely independent and is the acknowledged representative organ of English interests in the Republic.

FIRST CLASS ADVERTISING MEDIUM.

Advertisements and subscriptions received by post.

For terms, etc., apply to THE MANAGER,

Calle Treinta y Tres 61.—Montevideo.

## CHARLES HUE JUNR & CO.

Ship Chandlers and Commission Merchants

Rua Fresco No. 8.

Caixa 392. RIO DE JANEIRO.

Water supplied on short notice.

## MR. R. J. GALLANDER, G.E.

undertakes to make Surveys, Plans, Estimates, Reports, etc., and to carry out the Construction of Engineering, and Architectural Works, in accordance with Government Regulations.

67, Rua do Ouvidor — Rio.

## MILLER, GUILD & Co.

80, RUA 15 DE NOVEMBRO, SANTOS.

P. O. Box. 139—Cable Address "Naiad"

General & Commission Merchants

Steam Ship Agents

Tug Boat and Lighter Owners

## W. R. CASSELS & Co.

13 Rua Primeiro de Março, RIO DE JANEIRO,

30 Rua do Comercio, SAO PAULO,

and

## CASSELS, KING & Co.

88, Calle Casgillo, BUENOS AYRES.

Importers and Agents for Manufacturers.

Further Agencies, suitable to their lines of business—Hardware, Domestic good, Specialties, etc., etc.—are respectfully solicited.

## THE BRAZILIAN COAL CO. LIMITED.

Representatives of

CORY BROTHERS & Co., Ltd., London

Idem

A constant supply of fresh steam coal "Cory's Merthyr" always on hand. Prompt delivery at reasonable prices.

Tugboats always ready for service.

OFFICES:

Rua 1.º de Março No. 86,

DEPOT:

Ilha dos Ferreiros.

## AMERICAN Bank Note Company,

78 to 86 TRINITY PLACE,

NEW YORK.

Business Founded 1795.  
Incorporated under laws of the State of New York, 1858.  
Reorganized 1870.

ENGRAVERS AND PRINTERS OF  
BONDS, POSTAGE & REVENUE STAMPS,  
LEGAL TENDER AND NATIONAL BANK  
NOTES OF THE UNITED STATES; and for  
Foreign Governments.

ENGRAVING AND PRINTING,  
BANK NOTES, SHARE CERTIFICATES, BONDS  
FOR GOVERNMENTS AND CORPORATIONS,  
DEBTS, CHECKS, BILLS OF EXCHANGE,  
STAMPS, &c., in the finest and most artistic style  
FROM STEEL PLATES,  
WITH SPECIAL REFERENCE TO PREVENT COUNTERFEITING.  
Special papers manufactured exclusively for  
use of the Company.

SAFETY COLORS. SAFETY PAPERS.

Work executed in fireproof buildings.

LITHOGRAPHIC AND TYPE PRINTING.

RAILWAY TICKETS OF IMPROVED STYLES.

John Gird, Labels, Cigarettes.

JAMES MACDONOUGH, President.

AUG. D. SHEPARD, Vice-President.

THO. H. FREELAND, Sec'y and Treas.

INO. E. CURRIER, Asst. Sec'y.

J. K. MYERS, Asst. Treas.

## BALDWIN LOCOMOTIVE WORKS,

PHILADELPHIA, PENN.

(Established, 1831)

BURNHAM, WILLIAMS & CO.,

Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mining Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

Sole Agents in Brazil:

Norton, Megaw & Co.

No. 82, Rua 1.º de Março.

Rio de Janeiro.

## JOHN H. BELLAMY & Co.

General and Commission Merchants,

SHIPPING AND STEAMER AGENTS.

AGENTS FOR

Companhia de Fiação e Tecelagem Carioca

Companhia de Navegação Carioca

Coasting Steamers.

The Alliance Insurance Co.

P. O. Box 741.

Rio de Janeiro.

## NOBEL'S EXPLOSIVES CO. LIMITED.

Gelignite and Dynamite

In cases of 50 lbs. ea., nett weight

Gelignite is a new and very powerful explosive. Besides possessing great breaking power it contains itself for use in this country by the fumes after explosion not being injurious to the workers. On this account alone great advantage is obtained over most explosives, by its use, and more especially when opening in confined places.

Also patent Detonator caps and Bickford's patent use. For further information and prices, apply to the

Agents for Brazil:

Watson, Ritchie & Co.

No. 25, Rua Theophilo Ottoni.

Rio de Janeiro.

## THE WESTINGHOUSE AIR BRAKE COMPANY,

PITTSBURG, PA., U. S. A.

MANUFACTURERS OF THE

## WESTINGHOUSE AUTOMATIC BRAKE

The Westinghouse Automatic Brake is now in use on 22,000 engines, and 250,000 cars. This includes 161,000 Freight Cars.

This is 16 per cent of the entire freight car equipment of the United States.

Orders have been received for 100,000 Quick Action Brakes since December, 1887.

For further particulars apply to their Representatives in Brazil:

Norton Megaw & Co.

82, Primeiro de Março.

Rio de Janeiro.

## Insurance.

## THE EQUITABLE

Life Assurance Society of the United States

Preliminary statement, 31st December 1891.

Insurance in force . . . . .	£ 160,000,000
Assets . . . . .	27,000,000
Surplus . . . . .	5,000,000
New business 1891 . . . . .	46,000,000

Harold Corby,

Manager for Brazil.

BRITISH & FOREIGN MARINE  
INSURANCE COMPANY, LIM'D

Capital . . . . . £1,000,000 sterling  
Reserve fund . . . . . 1,328,751  
Uncalled capital . . . . . 2,400,751

Agents: Cia. Internacional Comercio e Industria  
67, Rua 1º de Março. Telephone No. 427.

COMMERCIAL UNION ASSURANCE  
COMPANY, LIMITED, OF LONDON.  
FIRE AND MARINE.

Fire Risks . . . . . Marine Risks  
Authorized 1870 . . . . . Authorized 1884.

Agents for the Republic of Brazil  
Wilson Sons & Co. Limited.  
No. 2 Praça das Marinhãs.

GUARDIAN FIRE AND LIFE  
INSURANCE CO.

Agents in Rio de Janeiro  
Smith & Youle.  
No. 62, Rua 1º de Março.

LONDON AND LANCASHIRE FIRE  
INSURANCE Co.

Agents in Rio de Janeiro  
Watson Ritchie & Co.  
No. 25, Rua de Theophilo Ottou

THE MARINE INSURANCE COM-  
PANY LIMITED.

Capital . . . . . £1,000,000 sterling  
Reserve fund . . . . . £ 480,000

Agent in Rio de Janeiro  
G. C. Anderson.  
Rua de S. Pedro No. 1—1st floor.

## CRASHLEY &amp; Co.,

Newsdealers and Bookellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for

The European Mail.

A large assortment of English novels, of the Tauchnitz Editions, of the Franklin Square Library and of the Lovell Library constantly on hand.

Views of Rio and neighbourhood.

Orders received for Scientific and other books.

Agents for Longstreth's Rubber Stamps.

Dealers in Atkinson's, Piesse & Lubin's and Royal Perennials and Pen's Soap  
No. 67, Rua do Ouvidor.

ROYAL INSURANCE COMPANY,  
LONDON AND LIVERPOOL.

Capital . . . . . £2,000,000  
Accumulated Funds . . . . . £6,000,000

Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

John Moore &amp; Co. agents.

No. 2, Rua da Candelaria.

## PHENIX FIRE OFFICE.

Established 1782

Authorized by Imperial Decree No. 8,037 of  
March 24th, 1881.

Insures against risk of fire, houses, goods and merchandise, and offers the best of guarantees with the most favorable conditions.

G. C. Anderson, Agent.

Rua de S. Pedro, No. 1—1st floor.

## W. HAWKESWORTH

CONSULTING CIVIL ENGINEER

Specialties:—Location and construction of Railways;  
Iron and Steel Bridges and Buildings; Tunneling, etc.;  
Harbour and Submarine works.

Office: 89, Rua 1º de Março

CHALK & COONAN,  
SANTOS AND S. PAULO,

## SHIPPING AGENTS &amp; EXCHANGE BROKERS.

(P. O. Box 136).

Agents for

Casa Lupton

Banco dos Lavradores

(Secção Commercial).

## ELECTRICITY.

## Thomson-Houston International Electric Co.,

OF THE UNITED STATES OF AMERICA.

Estimates given for Electric railways, overhead single wire system. Also for Arc and Incandescent lighting. Isolated and Central Station plants, Electric Mining Machinery, Electric Motors and Transmission of Power.

City lighting a speciality.

ARTHUR H. BROWN,

Agent for Brazil.

Office, 2, Rua S. Pedro, 2nd floor.

P. O. Box 954.

RIO DE JANEIRO

## Banks.

LONDON AND BRAZILIAN  
BANK, LIMITED.

Capital . . . . . £ 1,500,000  
Capital paid up . . . . . 750,000  
Reserve fund . . . . . 450,000

HEAD OFFICE: LONDON.

BRANCH OFFICE IN RIO DE JANEIRO  
4, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:

LISBON, OPORTO, PARÁ,  
PERNAMBUCO, BAHIA, SANTOS, SÃO PAULO,  
RIO GRANDE DO SUL, PELOTAS,  
PORTO ALEGRE, MONTEVIDEO, BUENOS AYRES  
AND NEW YORK.

Also on:

Messrs. Glyn, Mills, Currie & Co., LONDON,  
Messrs. Mallet Frères & Co., PARIS,  
Messrs. Schroder & Co., J. H. Schroder & Co.,  
HAMBURG,  
Messrs. J. von Beyerberg, Gossler & Co.,  
HAMBURG,  
Messrs. Grand Brown & Co. GENOA,

THE LONDON AND RIVER PLATE  
BANK, LIMITED.

LONDON: 52, Moorgate St. E.C.

Rio de Janeiro: No. 4, Rua da Alfandega,  
1st floor (provisionally)

Authorized by Decree No. 597, of 15th October, 1891.

Subscribed capital . . . . . £1,500,000  
Realized do . . . . . 900,000  
Reserve fund . . . . . 750,000

## BRANCHES:

→ Paris, Buenos Aires, Montevideo and Rosario. ←  
DRAWS ON:—

London and County Banking Co., Ltd.—LONDON.  
Banque de Paris et des Pays Bas.—PARIS.  
Banco de Portugal and agencies.—PORTUGAL.

BRASILIANISCHE BANK FÜR  
DEUTSCHLAND.

Established in Hamburg on 16th December  
1887 by the "Direction der Disconto Gesellschaft"  
in Berlin and the "Norddeutsche Bank in  
Hamburg," Hamburg.

Capital . . . . . 10,000,000 Marks.

## BRANCH-OFFICE IN RIO DE JANEIRO.

1 A, Rua da Candelaria, 1 A

(Authorized by Decree No. 10,930)

Draws on:

Germany . . . . . {Direction der Disconto  
Gesellschaft, Berlin, and corres-  
pondents.  
Hamburg, Hamburg, J.  
N. M. Rothschild & Sons, London  
International Bank of London, Limited  
London.  
Wm. Brandt's Sons & Co., London.  
France . . . . . {Crédit Lyonnais  
and branches.  
Banque d'Anvers, Antwerp.  
Belgium . . . . . {H. Albert de Bary & Co., Antwerp.  
Banca Generale, branches and corres-  
pondents.  
Italy . . . . . {Meinroff & Co., Naples.  
Portugal . . . . . {Banco Lisboa & Agores and corres-  
pondents.  
United States . . . . . {G. Amsinck & Co., New York.  
Uruguay . . . . . {Ernesto Tornquist & Co., Montevideo.  
Argentina . . . . . {Ernesto Tornquist & Co., B. Ayres.  
Deutsche Uebersee Bank, B. Ayres.  
and any other countries.  
Opens accounts current.  
Pays interest on deposits for a certain time.  
Executes orders for purchase and sales of stocks, shares,  
etc., and transacts every description of banking business.

June 1891

Boettger—Krah,  
Directors.

Companhia União Industrial  
S. SEBASTIÃO

Share Capital . . . . . Rs. 10,000,000  
Debentures . . . . . £ 675,000 stg.

RIO DE JANEIRO.

Comprises the following factories:

FABRICA DE TECIDOS S. JOÃO  
Hessians, coffee bags and jute goods of all descriptions.  
FABRICA DE TECIDOS S. CRISTOVÃO  
Cotton, wool and silk goods.  
FABRICA NACIONAL DE TECIDOS DE MEIA  
Undershirts, hosiery, etc.  
FABRICA MANUFACTORA DE RENDAS  
Lace goods of all kinds.  
FABRIL BRAZILEIRA  
Small ware, pins, needles, buttons, etc.  
TECELAGEM FLUMINENSE  
Gimp, finges, gold and silver lace, embroidery, etc.  
FABRICA DE FERRO GALVANIZADO.  
Galvanized iron roofing sheets, zinc tiles, baths, kitchen  
ware, silver and nickel plating, etc.

SOLE AGENTS:

J. H. LOWNDES & Co.  
Suc. J. V. HALL & Co.,  
No. 78, Rua 1º de Março.  
Rio de Janeiro.

BRITISH BANK OF  
SOUTH AMERICA, LIMITED.  
HEAD OFFICE: 2 A, MOORGATE ST.  
London, E. C.

Provisional office in Rio de Janeiro:

32, RUA DA ALFANDEGA

Subscribed capital . . . . . £ 1,000,000  
Paid up capital . . . . . 500,000  
Reserve fund . . . . . 225,000

Branches in Buenos Aires and Montevideo.  
Correspondents in New York and all the principal  
cities of Europe.

Receives deposits for fixed periods and transacts every  
species of Banking business.

## FELLOWS' HYPOPHOSPHITES

## THE GREAT TONIC AND STRENGTH GIVER

This medicine invented in Canada in 1865 has  
been for years and is now prescribed by the lead-  
ing physicians in all parts of the world, who attest  
that it gives the most satisfactory results of any  
remedy yet produced. The diseases for which  
they use it, and in which they claim the greatest  
results are the following:

Lung Diseases, Imperfect Nutrition  
Nervous Diseases, Dyspepsia  
General Debility, Anemia

and in convalescence from all wasting diseases.

The immediate beneficial effects of FELLOWS'  
SYRUP in those cases of emaciation and weak-  
ness produced by long illness whether from  
pulmonary diseases or fevers, prove its tonic  
virtues and its value in accelerating digestion and  
assimilation.

FELLOWS' SYRUP is too well known to  
require further remark; it cannot be closely imitated  
because many persons have sought to trade upon its  
reputation.

Full directions accompany each bottle.

FOR SALE BY ALL DRUGGIST AND  
CHEMISTS.

Sole Agents:

W. R. Cassels &amp; Co.

Rua da Candelaria, 8.

## OKELL, WILSON &amp; Co.

21 Rua Conselheiro Saraiva  
22 Becco de Bragança.

AGENTS OF THE

Northern Assurance Company.

General and Commission Merchants

for foreign and home trade with the interior.

HAUPT & Co.  
RIO DE JANEIRO.  
53, Rua da Alfandega.

Import and Commission  
Railway Material.  
Holling Stock.  
Machinery.

RUBBER HAND STAMPS.  
and  
Metal-Bodied Rubber Type.

S. T. LONGSTRETH,

Office and works: 18, Travessa do Ouvidor, 1st floor.  
NB.—Special attention given to large stamps (trade-marks)  
and large type for marking coffee bags.

Business Signs Engraved

## ENVELOPES.

A LARGE ASSORTMENT LATELY RECEIVED OF  
LONG DOCUMENT ENVELOPES,  
manufactured from blue and white cloth-lined paper and  
Japanese parchment.

## SQUARE COMMERCIAL ENVELOPES

from superior calendared papers of various colors:

American Commercial Envelopes,  
made from the best white and tinted papers.

## LINEN ENVELOPES,

made from the best qualities of linen papers known in the  
United States.  
These envelopes are superior in both quality and make.  
Samples may be seen at the

Typographia Aldina,

79 Sete de Setembro—1st floor.

(Under new direction.)

## BUSINESS NOTICES

**The Enterprise of the Companhia Nacional de Navegação**—Commercial intercourse is the civilization of the world. Transportation is the cause of the commercial atmosphere. Modern methods demand increased speed, substantial comforts for passenger traffic and particular attention to commercial interests. The Midland Railway does not send trains thundering between London and Liverpool for the mere sake of hearing the noise. It is a stimulus to the commerce of the British Isles and is an invigorant of the English influence round the earth. The New York Central does not send magnificent trains dashing at the rate of above a mile a minute between the Grand Central depot on 42nd street and Buffalo for the mere sake of speed. This is a commercial indication. Business is advancing. The great west of the northern republic demands more immediate communication with the metropolitan heart. It is developing.

On Saturday, April 2nd, the Companhia Nacional de Navegação Costeira, responsive to the demands of the times, inaugurates in Brazil fast transportation. "What a magnificent statement," said Mr. Lage yesterday, "that our company would make the trip between Rio de Janeiro and Rio Grande do Sul in 48 hours. I meant every word of it." When on the second day of April, the splendid steamer *Laguna* starts on her initial voyage, a new era is begun in Brazil. That day is more significant in the history of this city than any other. It represents a movement in keeping with the ideas of the first nations of the globe.

It means that Rio de Janeiro is ascending in importance as a commercial metropolis and that the great state of Rio Grande do Sul is advancing in material prosperity, that her commerce and her industry are expanding.

What the second day of April will witness is the leaving of the lethargic mass of the Brazilian republic. Fast transportation to-day is an indispensable necessity between Rio and every centre of importance in the republic. Progress, commerce and agriculture are languishing for want of it. To the Companhia Nacional de Navegação Costeira belongs the honor of timely supplying this essential lack in the activity of Brazil.

The enterprise of this company can not be too highly commended. It can not be too highly paid. The government can not only afford to subsidize this enterprise but to subsidize it liberally. It is money expended to good purpose. It will return in tenfold, may be in hundredfold, to the national treasury in one way and another. It will augment the production of every farm, the industry of every shop, the business of every store in Rio Grande do Sul.

Commerce will recognize this brilliant stroke of enterprise by its increased patronage, because the more it encourages it, the greater will be its own rewards.

The company has already seven magnificent steamers in the fleet, the *Itabora*, the *Itapua*, the *Itaquí*, the *Itabuna*, the *Itapora*, the *Itauna* and the *Itaomni*. The *Itauna* which has just arrived is the twin sister of the *Itapora* which is expected in a few weeks. Built after the same model, combining elegance, luxury of arrangements and completeness of appointments, with the maximum speed. For the passenger every comfort afforded by a first-class hotel, are provided, French cuisine, French wines of the finest quality and superb service. The protection of life is fully ensured by the best equipment of life-boats and life-preserving apparatus. 100,000 £ sterling have been expended by this company in giving to Brazil these floating palaces.

This is the tribute which the *Liverpool Journal of Commerce* of February 17th gives to the senior steamer *Itauna*:

"The *Itauna* is a steel twin screw vessel 280 feet long between perpendiculars, beam 36 feet, depth moulded 18 feet, and draught between decks 6 feet 7 1/2 inches. She is classed 'A' at Lloyd's, and is subdivided by four watertight bulkheads extending transversely from the keel to the upper deck. The bulkheads at the after end of the engine-room have two vertical watertight sliding doors, one leading to each shaft passage, and are so arranged that they may be closed from the engine-room and upper deck. The vessel has three masts, is schooner-rigged, and has one funnel. The engines are triple-expansion, the three cylinders being inverted, and measuring respectively 17 1/2, 25, and 42 inches, with a 24-inch stroke, and develop an indicated horse-power of 2,700. For the expeditions handling of cargo, she has three cargo latches, at which there are steam winches connected with the main and donkey buffers. On the foremast there are two cargo derricks, and one on the mainmast. The steam steering gear is, of course, of the up to date type, and the windlass is fitted at the back of the monkey forecable on the upper deck.

The passenger accommodation has been made a feature of the vessel, three classes being catered for. The first saloon is a splendid apartment, fitted up to accommodate 50 persons, and the staterooms are exceptionally large, airy, and lofty. The second-class saloon will seat 30 persons, and is a substantial, cosy-looking room, and in the stateroom, which is situated in the forward 'tween decks, 150 male and 50 female passengers can be comfortably put up. For hospital purposes two rooms have been set apart in the forward 'tween decks. The important matter of sanitation has not been overlooked, and every improvement conceivable with reason has been adopted. The mail-room is substantially constructed in the main hold, while the specie room is constructed in the after peak. The accommodation for the officers and crew is fitted up in a capital and satisfactory manner. The captain's cabin is situated on the bridge-deck, and is complete in every detail. Under the bridge eight rooms are appropriated for the chief, second and third officers, chief, second, third and fourth engineers, the doctor, and chief steward, and are fitted up with a really great degree of taste. The officers' mess-room is likewise a very nice apartment. The seamen and firemen are berthed forward on the lower deck. The electric light is fitted up throughout, the installation being of the most

modern description. The general plant consists of a vertical high-speed Robey engine driving a dynamo at 650 revolutions with an output of 100 volts and 100 amperes. Distributed throughout the ship there are about 130 Edison-Swan lamps of 16 c.p., while for working cargo at night there are two movable lights. The wires are partly laid out in three main circuits on the double-wire system and partly on the single-wire system. Naturally, the life-saving appliances are all that can be desired, for in addition to the regulation number of lifeboats she has two lifeboats (fitted with 181's gear), two cutters, a gig, and a dingy. Everything possible has been done by the builders, Messrs. J. and G. Thomson, to make the ship a really serviceable and fast passenger and cargo boat, Lloyd's and the Board of Trade requirements being in every respect complied with."

## THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, a synopsis of the monthly balances of local banks, and all other information necessary to a correct judgment on Brazilian trade.

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79, Rua Sete de Setembro.

RIO DE JANEIRO, MARCH 22ND, 1892.

## NOTICE.

The publisher of "The Rio News," begs to announce that after the 31st instant the currency subscriptions to this paper will be increased to 25\$000 for Brazil and 30\$000 for foreign countries. This increase should have been made at the beginning of the year, owing to the greatly increased cost of labor and material, but it was thought that an improvement would soon come and the necessity for an increased rate would thus be avoided. As this much-needed improvement shows no sign of materializing, the publisher has no alternative but to advance his rates.

More than a fortnight has now passed since the government decided, upon what it considered reliable information, to extend assistance to the banks, by loaning them money upon the deposit of government securities, and we consider that all the alarm caused by this step of the finance minister may be considered allayed. We may, therefore, without suspicion, explain why we considered this step a proper one, under the circumstances then existing. A general cry had arisen that there was a real scarcity of money, and this was, partially at least, endorsed by the fact that in February the Banco do Brazil lost 5,500,000\$ of deposits and the Banco da Republica 5,200,000\$. What was to be done? The Banco da Republica is unable to issue more money, for the very simple reason that a sovereign costs 20\$000, and against its deposit the bank can issue only 26\$667. The criticisms of the government for issuing its own paper instead of obliging the bank to put out more notes can, therefore, be levelled only at the bank, and tend only to further discredit the institution. That the scarcity of money was exaggerated now appears to be established, for up to the present the only bank that has availed of the assistance offered by the government is the Banco da Republica, which has borrowed 8,900,000\$. The Treasury has, therefore, scored a trick against the wire-pullers of the Stock Exchange. It offered money against good security—and no good security has appeared. Ergo the scarcity of money was not felt by legitimate trade, but by the speculators, who had become accustomed to scaring, or wheedling, Sr. Rodrigues Alves' predecessors into concessions that have inflicted incalculable discredit and loss upon Brazil and all that have interests in it. We have always opposed the idea of a great central bank in Brazil. Such an institution is a constant peril to true republican tenets, for it means the creation of a power that means and can cause mischief. That the utter failure of the Banco da Republica

as a great financial factor is almost a conceded fact is for us, therefore, a matter for congratulation, but it must be agreed that some scheme is necessary to relieve the money market of Rio when it becomes depleted by calls from the north or from the interior, and we confess we see no better solution of this than the law which the minister of finance has revived. The money borrowed from the Treasury by the banks will only remain in circulation so long as it will furnish profits—or in other words while it is necessary; when there is no profit, the borrowing bank will return it, redeem its securities and the matter is liquidated. It is true that a dishonest finance minister could re-issue the money repaid by the banks, but this would be an excess of iniquity we decline to contemplate. In fine: the banks of issue are unable to put out another milreis with the slightest prospect of profit; the enormous increase in the cost of every article of consumption requires two or three times the amount of currency requisite two years ago; the banking system of Brazil is in a most primitive condition, from which results the exportation of paper money from the centres of trade when crop movements begin. How can a fairly easy money market be better secured than by the Treasury advancing on government securities for short periods, at such an interest as will prevent improper speculation upon the loans? We confess we see none.

The continued block on the Central and other railways, the block in this port and Santos, and the general disorganization in almost every department of public service, compels us to believe that the government neither appreciates the gravity of the situation nor foresees the disastrous end to which this situation is tending. The logic of common sense and ordinary experience teaches us that when a traffic outgrows the facilities provided for handling it, more and better facilities should be at once provided. Every expense incurred for increased facilities for handling a rapidly growing traffic is necessarily reproductive; it is in every respect a paying investment. Still further, in affairs of so general and public a character, it is pre-eminently an obligatory expense, for the public welfare demands it. Here, however, the matter is treated with indifference and apathy. The government has no time for anything but political intrigue and personal advantage, while its subordinate officials, whether in the custom-house or attached to the railway service, find nothing better to do than to follow the example which their superiors set them. Although the commerce of this port is seriously crippled for want of lighters, the Central railway authorities hold scores of them loaded with heavy material and refuse to take any steps to discharge them. Through the industries and trade of the interior are seriously crippled for want of goods lying in this port they do not make one single effort to hasten them forward. Their rolling stock is becoming ruined for lack of repairs and attention, and is steadily diminishing day by day, while they do nothing to keep them in order and to increase the rolling stock which the trade of this port has been demanding for the last two years. At Cachoeira, as we are informed, where a transhipment is necessary because of the break of gauge, there is merchandise waiting which was originally shipped from this city over six months ago. In Santos it is the same story with the custom-house officials. They see their port filling up with vessels, unable to discharge and incurring enormous losses through enforced delays. And yet it takes them a year to find out that they ought to do something to increase the facilities for discharge. And even now, while the interior is demanding supplies and while the streets of Santos are crowded with merchandise, exposed to theft and rain, they calmly permit loaded cars to stand one month in the railway station awaiting examination and permission to go forward. And during all this time, we venture to say, these officials manage to work never more than five hours a day, beginning at 10 a.m. and quitting at 3 p.m. If they could feel the gravity of the situation and could appreciate the consequences, they would find it impossible to avoid the conclusion that a large part of the responsibility for these losses and this unfortunate reaction in the country's progress is due wholly to their neglect, indifference, apathy and incapacity. The administration of these important public services has become discredited throughout the whole world, and for this they have only themselves to blame.

Now that this city is again in the grip of epidemic yellow fever and its population is being decimated by that terrible scourge, it is not time to initiate some definite and intelligent measure for its extirpation? Rio de Janeiro is too large and important a city to be left to the ravages of disease, or the incapacity of official parasites. With a population of half a million, the capital of a great country, and with a large and steadily increasing trade with the outside world, this city should be at once so transformed, cleansed and governed that it will be no longer looked upon as a pest-hole, to be visited with fear and trembling, and to be rigorously avoided one-half of the year. The losses to its industrial development and to its commerce, to say nothing of the inconveniences and annoyances caused to those who reside here, are simply incalculable. This year alone, these losses would cover a large part of the expense of placing the city in a better sanitary condition, and as time passes these losses will tend to increase if nothing is done to stop these terrible visitations. Self-interest as well as humanity, therefore, demand that no more time shall be lost in this vitally important work of improving the city and port of Rio de Janeiro. And these same considerations demand also that no more time and money shall be wasted on experiments, or in temporary makeshifts. An intelligent, comprehensive scientific plan should be adopted for the effective sanitary improvement of the city, and every milreis expended should be in strict conformity with it. The government should at once call upon recognized sanitary engineers for a thorough study of the present condition of the city and a plan for its improvement, and the adoption of that plan should be left to the decision of competent men. And then when once a plan has been adopted, every milreis expended should be in accordance with it and with the assent of the sanitary engineers entrusted with the work. Such a work means an enormous outlay of money and will require many years for its accomplishment, but it can not be avoided if this city is to prosper and grow. It is sheer suicide to leave the matter to chance or to defer its consideration to some future time, for the epidemic along the whole Brazilian coast this year shows that it has won a stronger hold than ever. The experience of Rio, Santos, Campinas and many other Brazilian cities shows that increasing population is rapidly aggravating the evils out of which these epidemics spring, and it also shows that unsanitary habits are so common among the Brazilian people that nothing but heroic measures can be depended upon for their extirpation. Local talent can not be depended upon for these needed sanitary measures, for it lacks a full comprehension of the evils involved and experience in devising and executing works for their correction. The importance of the problem requires that none but the ablest sanitary engineers of the world should be called in for consultation, and that no plan should be adopted which is not unreservedly approved by them. Rio de Janeiro is too rich and important a city to be permitted to continue longer in its present conditions. It is being literally poisoned by its own filth, and ruined by its own apathy and incompetence. Marseilles and other great cities have succeeded in freeing themselves from the deadly embrace of epidemic visitations produced by unsanitary conditions, and we are confident that Rio de Janeiro can do the same. And we are convinced that the initiatory steps should be taken at once—this very year.

We have been requested to insert the following letters:—

RIO DE JANEIRO, March 21, 1892.

GENTLEMEN,—I have received the subjoined Despatch from Her Majesty's Minister, conveying a gracious message of thanks from Her Majesty The Queen to the British Residents at Rio de Janeiro who voted an address of sympathy to Her Majesty, their Royal Highnesses the Prince and Princess of Wales and the Royal Family, on the occasion of the lamented death of His Royal Highness The Duke of Clarence and Avondale and Earl of Athlone.

I am, Gentlemen,

Yours most obedient and faithful servant,

WILLIAM G. ABBOTT,

Consul General.

To THE BRITISH RESIDENTS,

RIO DE JANEIRO.

RIO DE JANEIRO, March 19, 1892.

SIR,—With reference to your dispatch to me of the 16th of January last and in my reply of the following day, I have the honour, in compliance

with instructions which reached me yesterday by command of The Queen from the Marquis of Salisbury, to return to yourself and the British Residents in this city Her Majesty's warmest thanks for the expressions of kind sympathy conveyed through me to herself, and to Her Royal Highnesses The Prince and Princess of Wales and the Royal Family, on the occasion of the great sorrow which has fallen upon them, and upon the whole nation, by the death of His Royal Highness The Duke of Clarence and Avondale and Earl of Athlone.

I shall be glad if you will take such steps as you may deem advisable to convey this message to the gentlemen who, at the meeting presided over by you, voted the address of sympathy to Her Majesty The Queen and the Royal Family, and which I duly forwarded to its high destination.

I have, etc., etc.,

(Signed) HUGH WYNDHAM.

W. G. ARDREY, Esquire,  
Her Majesty's Consul General,  
Rio de Janeiro.

#### AN OBJECT LESSON IN SANITARY ENGINEERING.

A correspondent of the New Orleans *Pionier* writes from Marseilles as follows in regard to present sanitary condition of that once plague-infested city:—Up to within a few years Marseilles was an unhealthy city, but it is no longer so. Millions and millions have been spent to clean and purify; as much as \$7,000,000 have been expended for sewers inside of four or five years. Everything is turned into the sewers now, and all of it goes far to sea. The river Durance supplies plenty of water for drainage and for surface washing. It is brought by canal and aqueduct, a distance of eighty miles, through mountains and across valleys, and is generally distributed all over the city. Water is seen everywhere. Street gutters flow with it, and the wagon ways are always well sprinkled. No longer are those branches of the city which were so fertile a power for numerous oil mills permitted to run along the open streets, but must be turned into the sewers. *Tout a l'égout* is the city watchword, and now Marseilles is both clean and healthy.

Liverpool *Journal of Commerce*, February 27th.

#### THE STRAHER "ITACOA."

Those conversant with the difficulties attending navigation in the southern ports of Brazil, with their banks, bars, and shallow waters, will be aware of the care required to design a really fast ship for this service. Vessels having to be able to safely navigate the Rio Grande bar, but between that port and the port of Alagoas there are sand banks which considerably retard the progress of the latter town. Cargo and passengers have to be transhipped for Porto Alegre, this naturally causing annoyance and vexatious delays. In the steamer *Itacoa*, however, which made a successful trial on the Clyde yesterday, the inconveniences attending this important are obviated in a measure, as by discharging cargo at Rio Grande she can continue with mails and passengers for Porto Alegre. This most decided improvement is due to Mr. James Hayes, of Messrs. James Hayes and Co., London, a veritable mine of information on matters Brazilian, and connected for many years at this time with Messrs. Lamport and Holt, of Liverpool. Information thus acquired has been turned to exceedingly good account, for he was able to draw out details of a steamer likely to be commercially successful in such waters. These plans were placed in the hands of Messrs. J. and G. Thomson, Lower Clydebank, who built and engineered the new vessel, and whose name is synonymous with good workmanship. The owners are the National Coasting Navigation Company, Rio de Janeiro, and this is the first of a new type of fast mail steamers for the Brazilian southern coast service. Yesterday the *Itacoa* proceeded down the Clyde to undergo speed trials. A small party of ladies and gentlemen, including Mr. James Thomson, Mr. James Hayes, and Mr. G. P. Ramsey, of Liverpool, boarded the steamer at Gourock. The speed obtained was far in excess of that contracted for, sixteen knots being registered on several runs over the measured mile, and afterwards the vessel made fifteen knots on a four hours' continuous run on the specified distance. The forced draught was only applied to assist the ventilators, no pressure being used. The engines worked with remarkable smoothness throughout, while the absence of vibration was particularly noteworthy.

The *Itacoa* is a steel twin screw vessel 280 feet long between perpendiculars, beam 36 feet, depth moulded 18 feet, and height between decks 6 feet 7½ inches. She is classed A\* at Lloyd's, and is subdivided by four watertight bulkheads extending transversely from the keel to the upper deck. The bulkheads at the after end of the engine room have two vertical watertight sliding doors, one leading to each shaft passage, and are so arranged that they may be closed from the engine room and upper deck. The vessel has three masts, is schooner-rigged, and has one funnel. The engines are triple-expansion, the three cylinders being inverted, and measuring respectively 17½, 28, and 42 inches, with a 24-inch stroke, and develop an indicated horse-power of 2,700. For the expeditionary handling of cargo, of which the vessel can carry 1,400 tons, she has three cargo hatches, at which three are steam winches connected with the main and donkey boilers. On the forecast there are two cargo derricks, and one on the mainmast. The steam steering gear is, of course, of the up-to-date type, and the windlass is fitted at the back of the monkey forecastle on the upper deck.

The passenger accommodation has been made a feature of the vessel, three cabins being catered for. The first saloon is a splendid apartment, fitted up to accommodate 50 persons, and the state-rooms are exceptionally large, airy, and lofty. The second class saloon will seat 30 persons, and is a substantial, cozy-looking room, and in the stowage, which is situated in the forward 'tween decks, 150 male and 50 female passengers can be comfortably put up. For

hospital purposes two rooms have been set apart in the forward 'tween decks. The important matter of sanitation has not been overlooked, and every improvement compatible with reason has been adopted. The mail-room is substantially constructed in the main hold, while the specie room is constructed in the after peak. The accommodation for the officers and crew is fitted up in the upper and lower parts of the ship. The captain's cabin is situated on the bridge deck, and is complete in every detail. Under the bridge eight rooms are apportioned for the chief, second and third officers, chief, second, third and fourth engineers, the doctor, and chief steward, and are fitted up with a really great degree of taste. The officers' mess room is likewise a very nice apartment. The seamen and firemen are berthed forward on the lower deck. The electric light is fitted up throughout, the installation being of the most modern description. The general plant consists of a vertical high-speed Reuley engine driving a dynamo at 650 revolutions per minute, and put of 100 volts and two dynamos. 210 Edison-Saun lamps of 16 c. p., while for working light at night there are two movable lights. The wires are partly laid out in three main circuits on the double-wire system and partly on the single-wire system. Naturally, the life-saving appliances are all on hand, for in addition to the regulation number of lifeboats she has two lifeboats (fitted with 11½'s gear), two cutters, a gig, and a dingy. Everything possible has been done by the builders, Messrs. J. and G. Thomson, to make the ship a really serviceable and fast passenger and cargo boat, Lloyd's and the Board of Trade requirements being in every respect complied with.

From the *Montevideo Times*, March 12th.

#### GOVERNMENT BY THE MINORITY.

In the retrospect of the year 1891 published by the *Siglo*, to which we referred a day or two ago, there is one chapter that is of special interest, although the subject with which it deals is no new one to these columns. We will now deal with some of the figures given in this chapter, for which we presume the *Siglo* has sufficient guarantee. In the department of Montevideo, says the *Siglo*, there are only 114,332 Orientals to 100,739 foreigners. These figures alone show the importance of the foreign element in the city. If they come to be analysed, they give a still more astonishing result, for, without following all the details, it appears that of adult men, that is to say men from 20 to 60 years of age, there are only 15,508 Orientals against 49,671 foreigners. The foreigners outnumber the Orientals by more than three to one.

This is to say that the immense majority of the department is in its active and productive elements is deprived of all political influence and action, whilst a small minority of some 14,000 persons forms the entire electoral, political and administrative body, and from this minority there still have to be deducted those who habitually abstain from political action or who for various reasons are deprived of political rights.

It must further be remembered that this reduced minority is again broken up into political parties and factions, and that monstrously corrupt electoral processes and certain constitutional vices deprive any party except that in the enjoyment of power, from making its opinion felt in the affairs of the nation.

And as, for reasons hardly necessary to explain, the governing power of the republic is centred in Montevideo, it thus comes to pass that the control in the hands of a very insignificant minority, and one in which progressive and commercial interests are hardly represented at all.

These figures are extremely significant, and still more so when compared with the civil statistics we recently analyzed and which show that the so-called Oriental race is really sinking out of sight and being supplanted by a new hybrid race of mixed blood and not yet stable characteristics.

These figures, we think, should especially be borne in mind in any discussion of the question of foreign intervention, for any movement to extend political power to foreign residents would therefore be no more than a movement to take the government out of the hands of a small minority to pass it to those of a large majority, who in one sense have a better claim to it, for it is to them—the foreign residents—that nearly all the development, industry and commerce of the country is due.

Foreign creditors would also do well to take note of all these figures, and they might then be less delicate of diplomatic intervention in protection of their claims when they see to what the alleged sovereignty of the Oriental nation is reduced. They might also remember that, whilst they have to suffer from the political or financial acts of the republic, those acts emanate from the minority, whilst the majority, although having to suffer directly in taxation and other ways, not only have no share in them but in many cases distinctly disapprove of them.

This unnatural government by a small minority cannot last long, nor can so large a majority of foreign residents much longer see their interests and those of their countrymen in Europe wantonly sacrificed on this account. The problem is one which presents nearly the same aspect in Buenos Aires, and in both capitals a solution will have to be sought before long. The solution may come from within or from without; but the sooner it comes the better, and when it does come we hope to be among the first to welcome it.

#### RIVER PLATE ITEMS.

—The chief of the currency redemption bureau at Buenos Aires has resigned.

—A Buenos Aires telegram of the 20th says that the financial embarrassments of that city continue, and that the gas company is threatening to suspend its service of public illumination.

—Trouble seems to have arisen between President Pellegrini and ex-President Roca, of Argentina. In our opinion Roca is the evil genius of the Argentines, and there will be no peace and security as long as his influence is felt.

—The United States squadron recently at Montevideo, has been visiting the port of La Plata.

—The passenger and immigrant arrivals at Montevideo from transatlantic ports in January numbered 357, and the departures to the same 683. Brazilian arrivals numbered 549 and departures 145. From Argentine ports the arrivals were 3,345, and the departures in the same were 3,728.

—A Buenos Aires exchange says that "Sr. Sanilopez has commenced an action against the Southern railway company to recover \$143,000, as compensation for the loss sustained from his camp in Bavelia department having been set on fire by sparks from an engine. He lost several stacks of wheat and 400 hectares of maize."

—The Argentine government has approved of the plan proposed by the engineers' department for the subdivision of the lands recovered from the river, for the purpose of sale. The land between the docks and basins and the water wall is reserved for extension of the works; the site of the station for all the railways is fixed between Plaza de Julio and dock No. 3.

—The water-throwing in Rosario, Argentina, on Sunday, the 6th, led to a fatal result for a young family. A father and mother were taking their infant to church to be baptised, when some savage threw a bucket of water over them. The baby took convulsions and died, the father has gone raving mad with grief, and the mother is at death's door. Our Argentine exchanges do not report the lynching of the state which could be so beneficial a lot of pleasure. As long as Carnival is going on, producing incidents of this character, it should be rigorously suppressed.

—There seems to be an epidemic of fright at Buenos Aires over yellow fever. The fever is bad enough to be sure, and precautions against infection are reasonable and wise, but are not our Argentine neighbors just a little too anxious over the matter? Is there not a political reason, as well as a sanitary one, for placing so many obstacles upon communication between the two countries? And would it not be better for our neighbors to employ a little precaution in cleaning up their filthy city as well as to impose barbarous quarantines upon the unfortunate people who are obliged to travel between the two countries?

—The ministry of war and marine has informed the chief of the general staff of the army, that government has disposed that from date the numbers of men serving in the regiments must be strictly held out of the fiscal causes of the swollen items of "sunblinds" or *escentales* which have been such a constant scandal in the war accounts. *Montevideo Times*, March 13th.

—Dr. Pizarro on being interviewed by one of the editors of the *Provincia* of Buenos Aires furnished him with a most gruesome account of the financial state of the Argentine province of Cordoba. He says it is scarcely possible to open schools for want of resources; the civil registry officials, the police, the judicial power, etc., etc., have not been paid for more than a year. The National Bank is in moratoria, and the Provincial Mortgage Bank will not be able to pay the service of its debts in the second half of the present year. The ordinary budget of expenses was valued amounts to about 1,500,000 dollars and the probable revenue is calculated at \$800,000, leaving a deficit of \$700,000. The service of the unpaid foreign debt is not included in this calculation. This amounts to \$100,000,000. (Query:—\$100,000,000.)—*Uruguayan News*.

—The old historic shell of the Plaza Once station of the Western railway are being rapidly demolished by the pickaxes of Italian workmen, and ere long the foundations will be laid of a structure that promises to be one of the finest stations in South America. We hear that the plans have been drawn up for the erection of a station on more or less the same plan as the familiar Cannon-Street station in London: the Plaza Once station of the Western railway is to have a mighty span of 150 metres. The traffic at the Plaza Once station of late has been very heavy, two or three hundred wagons filled with produce arriving daily, and the manager of the line manages to stow away all the produce and find room for those immense trains of wagons in the limited space of the Once. The new station is being built to meet the growing requirements of the line, in other words of the northern and western traffic of the province. *Buenos Aires Standard*.

#### PROVINCIAL NOTES.

—The state legislature of Minas Geraes met on the 12th inst.

—The small-pox, scarlet fever and typhus fever are prevailing at Pelotas.

—The city of Pará, according to the *Provincia*, is threatened with famine.

—Dr. Eduardo Gonçalves took charge of the state government of Amazonas on the 11th.

—An epidemic of yellow fever is raging with violence at Belem do Descalvado, state of S. Paulo.

—It was reported in Bahia on the 15th that an attempt would be made to depose the governor of that state.

—In Santa Catharina the election for members of the state legislature has been postponed to the 24th prox.

—The constituent assembly of the state of Rio de Janeiro voted on the 18th in favor of a single legislative chamber.

—There appears to be a definite rupture between the partisans of Demetrio Ribeiro and those of Silveira Martins.

—In Maranhão the judge at Barra da Corda has declared that he does not recognize the present state government.

—The town of Pirassununga, S. Paulo, has an epidemic of yellow fever, which is reported to be of a mild character.

—The subordinate employés of the Santa Cruz slaughter-house tried to get up a strike on the 19th, but without success.

—On the 15th inst, 1,300 persons left Ceará for Amazonas. On each of the two previous steamers about 700 left for the same destination.

—A telegram of the 15th from Santos says that an employe of an important commercial establishment in that place has run away with 14,000\$.

—The country surrounding Livramento, Rio Grande do Sul, is infested with grasshoppers. It is thought that the crops will be totally destroyed.

—The minister of finance has postponed to April 3rd the time fixed for withdrawing from the Santos custom-house merchandise arrived before Jan. 1st.

—The state government of Rio Grande do Sul published on the 16th a decree regulating the liberty of the press. The decree requires newspaper writers to sign their articles.

—On the 15th inst, a Niteroiy policeman arrested a fellow-passenger on a street car for refusing him a cigarette. The victim of the policeman's spite was kept in prison for twelve hours.

—It is reported in Pará that the government has decided to construct the telegraph line from that city to Manaus and for that purpose an appropriation of 2,400,000\$000 will be made.

—In Taubaté, S. Paulo, sugar is selling at \$500 per kilo, salt at \$300 per litre, rice at \$8500 a bag, Indian corn at \$3000 per 12 litres, beans at 25000 a bushel and tocchino [pork] at \$200 a kilo.

—It was reported in Niteroiy on the 17th that a band of men from Cantagallo intended to attack the "Hospital Rio, Portella" for the purpose of removing one of the persons implicated in the murder of the planter Manoel da Costa Ramos.

—A meeting of members of the state legislature and of the federal congress was held in Ouro Preto on the 15th for the purpose of selecting a candidate for the presidency of the state. Of the 40 members present, 41 voted for Councillor Affonso Penna.

—The people of Petropolis and vicinity have at last mustered courage enough to strike against the iniquitous tithes collected on the União Industrial turpentine. The lessee of the road does comparatively nothing to keep it in repair, but derives a good income from it all the same.

—On the 15th inst, the legislature of Minas Geraes accepted the resignation of President Cesario Alvim and gave him a vote of thanks for the important services which he has rendered to the state. The Electors of Vigosa thereupon complimented everybody and declared themselves "solid" with the government.

—It is said that S. Paulo is to have two presidents and two state legislatures. The members of the dissolved legislature will meet and pass laws which they will send to Dr. Americo Braziliense for his signature, while the recently elected legislators will do their law-making in conjunction with Dr. Cerqueira Cesar.

—An epidemic of yellow fever is said to be raging at Parahyba do sul, and it is also reported that the town, although a large and important one, has only one physician, whose advanced age prevents his rendering effective assistance. This is one of the results of the tendency among medical students to remain in the capital and devote their time and energies to political intrigues.

#### RAILROAD NOTES.

—On the 18th a locomotive at the city station of the Central railway began to whistle and, in spite of all efforts to stop it, kept it up for two hours and a half. Eventually "Sebastianist" plot!

—At 7:30 p.m. on the 16th inst., as a suburb train was about to leave the city station of the Central railway the boiler exploded, completely destroying the locomotive and doing other damage. The fireman was killed, and many persons were wounded. It is said that the locomotive was very old and unfit for service. The former engine-driver had refused to work with it, and had consequently been dismissed from the service of the road.

—The *Diario da Manhã* of Santos publishes the following:—"Upon the invitation of Sr. Ignacio Loyola Carvalho the local press yesterday visited the various sections of the S. Paulo railway (station) during the hours of its dispatch. The management of the company, desiring to aid in overcoming the difficulties through which the trade of the interior is passing, has largely increased the working force of the road in the station at this city. The entry and departure of cars in the enclosures (*patios*) of the station is supervised by two employes of the company. The warehouse for coffee has 32 doors for the delivery of the product and in this service 104 men are employed, it being possible, therefore, to load 52 cars in five minutes. The warehouse destined for the receipt of merchandise from abroad is large and has scales and the necessary officials at each door for weighing and dispatching the same. We interrogated some cartmen who were unloading their carts at the warehouse, what time was consumed in this service, and some possible, therefore, and others 15. The number of men at work in the various departments of the English railway (station) exceed 600. Besides what is above specified, we noted that every service of the company is made with rapidity and care. We noted, however, one grave fault whose responsibility falls exclusively upon the custom-house: there are in the station of the railway cars loaded 29 days ago with merchandise disclaimed on the pier of the S. Paulo railway, and which are up to today awaiting *confirmação* in order that they may proceed to their destination."







[illegible]

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